THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) and (c) No, Sir. However, DTC have set up special squads of inspectors with driving background to endorce road discipline in DTC busus. Traffic Supervisory staff of DTC are also depeloyed on important bus stands during peak hours to ensure proper parking of buses and safe boarding/alighting of passengers.

The Officers of the Road Safety Cell of Delhi Traffic Police also hold regular classes for DTC drivers.

(d) Regular anti-encroachment drives to keep the foot-paths free for pedestrians are carried out with the help of local police and civic authorities.

(e) 12 sub-ways are planned to be constructed this year in the interest of road safety.

Road accidents and resultant deaths on National Highways

441. SHRI S.S. SURJEWALA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that a large number of deaths and serious injuries occur as a result of the accidents in the National Highway No. 1 between Ambala and Delhi, if so, the number thereof during the last year;

(b) whether Government propose to construct express ways and multy-lanes Highways in the country in view of the size, traffic and growing population in the country, if so, the details thereof;

(c) the remedial steps being taken by Government to minimise the road accidents and resultant deaths;

(d) whether Government propose to construct/build express ways between Chandigarh and Delhi, Chandigarh and Jaipur, Phazilka and Delhi, Hissar, Sirsa, Rohtak and Delhi; and

(e) if so, the time frame fixed therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Stretch-wise information of accidents on National Highways is not maintained.

(b) The development of National Highways is a continuous process and works are undertaken depending upon the traffic intensity, inter-se priority and availability of funds. At present the Ahmedabad-Vadodra Express way having a length of 93 kms. is under execution. Feasibility study for an express way from Bombay to Vadodra has been undertaken with the assistance of the Asian Development Bank.

For capacity augmentation and with a view to avoid congestion, the 8th Five Year Plan has provision for

(i) Widening from 2 lanes to 4 lanes in a length of 900 kms. at an estimated cost of Rs. 1050 crores.

(ii) Widening of 2 lanes in a length of 1350 kms. at an estimated cost of Rs. 360 crores.

(c) All possible steps are being taken by the Government to develop road safety culture in the country and for improvement of road geometry, traffic signs, pavement markings on the National Highway network. Details of steps taken/ being taken by the Government are given in the attached statement (see below)

(d) and (e) There is no such proposal under consideration of the Government.

Statement

The Steps taken/being taken include—

1. The M.V. Act, 1988 and the Rules framed thereunder provide for stricter requirements in respect of issuance of driving licences, and stringent penalties for offences.
2. Formal training in a driving school is made a pre-requisite for issuance of licence to drive transport vehicles.
3. Maximum safe laden weights have been prescribed for trucks including light commercial vehicles.
4. Maximum speed limits have been prescribed for all vehicles except light motor vehicles.
5. Uniform intervals for checking the fitness of vehicles have been prescribed throughout the country.

6. It is prescribed that road safety devices would be fitted in the vehicles *viz.* direction indicators with blinkers system for vehicles, special labels on carriages carring dangerous or hazardous goods.
7. A National Road Safety Council has been set up for formulation of road safety measures. State Governments were also requested to set up State level road safety councils.
8. Strict and rigid enforcement of traffic rules and regulations.
9. Regular special drive against rash and neglegent driving, driving without driving licences, drunken driving, defective head-lights, over-speeding, over-loading etc.
10. Regular prosecution of violation through issue of notices.
11. School children are regularly imparted necessary training/ educations in the schools about the rules of the roads and related safety aspects by the road safety cell of Delhi Traffic Police.
12. Introduction of blinkers/signals at accident prone areas.
13. Prosecution through Radar Guns.
14. More Police presence in accident prone areas.
15. Special morning drives and night mobile patrolling.
16. Use of Doordarshan/AIR/Press for giving wide publicity on road safety.
17. Painting of bus boxes, yellow boxes.
18. Special night checking on Highways.
19. Special Drive against buses, HTVs, TSRs, Taxis etc.
20. Painting competitions and other road safety activities are being organised by Road Safety Cell to inculcate the sense of road safety among various road users and children.

Losses incurred by DTC

442. SHRI RAM DAS AGARWAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the reported loss of Rs. 200 crores for the current financial year incurred by the D.T.C. is the highest as compared to Bombay, Madras Public Transport Systems;

(b) whether it is also a fact that whereas the populations of Delhi had increased by 16 lakhs during the last four years but the number of D.T.C. buses declines by 700 and out of the present fleet of 4,800 buses, 42 per cent are overage; and

(c) if so, what are the reasons therefor and what steps Government have taken so far to improve the present state of DTC?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) There has been a marginal increase in the number of DTC buses, but not to the extent required by population growth. As on 30.10.1992 DTC had 41.57% overaged buses in its fleet.

(c) Due to inadequate financial resources, it has not been possible for DTC to replace its fleet to the required extent.

Government have been continuously monitoring the performance of DTC with a view to improve its functioning. Increase in fuel efficiency and tyre life, reduce break downs by better maintenance practice and economy in expenditure have been some of the measures regularly being undertaken. Plugging leakage of revenue is another measure which DTC undertakes through effective checking. To provide fast and comfortable travel facilities to the commuters, DTC have introduced Green-Line Service on a higher fare structure. Route rationalisation is also being undertaken by DTC to reduce losses due to un-economic operation.

दिल्ली की परिवहन प्रणाली में सुधार

443. **मौलाना ओबैदुल्ला खान आज़मी**: क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) दिल्ली में रेड-लाइन सेवा की कितनी बसें अब तक किस-किस रूट पर लगाई गई हैं